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Hongkong Daily Press.

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Kipling's Travels and Discoveries	Pemberton's Venies	1.75
The Brethren, by Rider Haggard	Brown's Nautical Almanack	0.80
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The Betrayal		
Mother's Little Girl		
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The Evil That Men Do		
The Loves of Miss Anne, by S. E. Crockett		
The Crisis, by Churchill		
The Crisis, by Churchill		
Tommy & Co., by Jerome Jerome		

LETTS', SMITH'S, COLLINS' DIARIES, &c.

Kipling's Travels and Discoveries

The Brethren, by Rider Haggard

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\$21 PER DOZ.

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Hongkong, 15th August, 1904.

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Telegraphic Address: "MITSUI" (A.B.C. and A 1 Code)

CONTRACTORS OF COAL to the Imperial Japanese

SUPREME COURT.

Thursday, 24th November.

IN ADMIRALTY JURISDICTION.

BEFORE SIR H. S. BEEKELEY (CHIEF JUSTICE)

AND CAPT. HON. BARNES-LAWRENCE

R.N. (NAUTICAL ASSESSOR).

N.D.L. S.S. "WONGKOI" v. B.I.S.S. "UJINA."

This was a consolidated action between the Norddeutscher Lloyd S.N. Co. as owners of the British India S.S. "Wongkoi," and the British India S.N. Co., as owners of the s.s. "Ujina."

The Hon. H. E. Sharp, K.C., instructed by Mr. Gedge (of Messrs. Johnson, Stokes and Master), appeared for the N.D.L. and Mr. M. W. Slade, instructed by Mr. John Hastings, for the B.I.S.S. Co.

His Lordship said that the casualty report which by law had to be made to the Harbour Office, for purposes of the Board of Trade, had been produced. This report was signed by the Captain of the "Ujina." He found the answer to the question "Course of vessel when the other was first seen"—Pilot's orders: "Speed when the other vessel was first seen"—"two knots." The captain had said in evidence "six or seven knots," how did he explain it?

The Captain said that this was a mistake. He did not know how this crept into the report. He gave his replies to his clerk to copy in; it was a clerical error.

His Lordship—Your clerical error has gone home to the Board of Trade; and about the pilot's orders.

The Captain said that this expression simply meant that the pilot would say go this way or that way, and the captain would agree and give the order to port or starboard as the case might be.

Mr. Slade, referring to the Chinese pilot not giving evidence, said that as a general rule Chinese would not give evidence unless they were interested; they would have to give the man a substantial sum, and then the charge of bribing witnesses might be brought against them. Chinese only gave evidence for family reasons or pecuniary reasons, which made them interested in the case. To get disinterested evidence amongst Chinese was practically impossible.

After counsel had finished addressing him, His Lordship gave judgment. In summing up he said—There is no question of law involved to require consideration after the extremely careful and capable manner in which both gentlemen brought the subject and evidence before me. The only question is, what is the true conclusion to be arrived at upon the evidence as to whether or not there was a red light on the "Wongkoi" on the night in question, August the third. The question as to whether or not the officers of the "Ujina" believed that a light was there, though one of importance to themselves is not of importance in the true finding of the case. It matters not at all whether the light was on the "Wongkoi," or it was not on the "Wongkoi" must be established as a fact in order to excuse the "Ujina" for coming into collision with her. The facts as I recall are that these two ships on the evening of the 3rd August approached Hongkong on the same course. Finally the "Ujina," which is a much larger ship than the "Wongkoi," was passed outside Sulphur Channel by the "Wongkoi." The "Wongkoi" went sight of the "Ujina" till she had entered Sulphur Channel, and then practically lost sight of her. The "Wongkoi" proceeded on her course up the harbour and took up the position where she was anchored, when she was run into by the "Ujina." To go back to the "Ujina," she lost sight of the "Wongkoi" after the latter came into Sulphur Channel, and did not, to the knowledge of those on board, again sight the "Wongkoi" till she came into collision with her. But ~~every~~ before they came into collision they observed the lights of the "Wongkoi," but which did not occur to them to be the "Wongkoi." So they saw the ship but did not give any name to her; perhaps, also, there were a great many ships about. When inside Sulphur Channel the Captain passed a junk, and had to alter his course slightly, and he varied his course very slightly again. I do not think ~~any~~ these incidents help me in drawing a conclusion, but merely mention them as being before that which occurred when the Captain was making for an anchorage near Stonecutter's Island. We are now to the point. He saw a steamer which might or might not have been a river steamer crossing ahead of him, showing a red light. This is the captain's evidence and the other evidence of witnesses. There is, however, no evidence of the fact that at the time when the "Ujina" was on her way from Sulphur Channel to her destination at Stonecutter's Island that she had come within a short distance with either one or more steamers showing a port or red light. On the way to his berth the captain saw a light ahead, which he presumes to be that of a steamer crossing. The "Ujina" suddenly uses her helm in such a way which brings her into collision with the "Wongkoi"; she suddenly for some reason altered her course. It then falls on the "Ujina" to give a satisfactory explanation to excuse her from running into the "Wongkoi" on that occasion. The onus of proving that the "Ujina" is not in fault and that the "Wongkoi" is in fault is thrown on the "Ujina." The captain has given the explanation that a red light suddenly appeared, leading him to suppose that it was on a ship crossing his bow. Mr. Slade says that this evidence ought to absolve him, notwithstanding the denial of the "Wongkoi" as to the matter of the display of the red light—the light which led the "Ujina" into the error to believe that the "Wongkoi" was showing her port light. The witnesses of the respective ships swear oppositely. The difference between these two classes of witnesses is that the one set of witnesses was able, from

surrounding circumstances, to swear absolutely to fact; the others could do no more than swear that they believe such and such to be a fact, and that it is reasonable to believe so. The captain of the "Wongkoi" was absolutely certain that there was no light, because "I saw the light blown out."

The "Ujina" can only say there must have been a light. Assuming that the witnesses are to be honest in both cases, I really cannot find fault against the "Wongkoi," unless I say they have deliberately and knowingly stated that which is false. The light which the "Ujina" was supposed to have seen could only have been the port light which is kept on the port side of the bridge.

The captain of the "Wongkoi" has told us that it is the rule of his ship that when lights are taken in they are blown out, and he swears, without reservation, that he saw the man on duty take in the port light and blow it out.

There is no mistaking this officer; he said as a fact he did see it. There is no reason why he should see it. Mr. Slade had said—the man was practically an automaton—yet it did not occur to him, if that is so, why this automaton broke down that night. Why if it was the established and common rule to take in the port light would it not be noticed by the captain; why am I to suppose the captain did not do so? It seems now that what is supposed to have been done is this:—The automaton departed altogether from the course he is supposed to do, and that he walked away with the light past the captain and first officer and put it down somewhere on the bridge; as that was not the custom it would have drawn the attention of the captain. It seems to me that a correct inference would be that the captain seeing the light taken in would have paid attention to see that very essential operation performed. In my opinion it comes to this, the captain an officers of the "Ujina" are either mistaken in seeing a light on the "Wongkoi," or they did not see it at all, and have made this as an excuse. I am not obliged to say why they ran into the "Wongkoi."

The "Ujina" must establish as a fact that the "Wongkoi" did show a red light. I am willing to accept it, for the sake of their honour, that they did see a light, but I do not believe as a fact that there was any red light on the "Wongkoi." Coming to this conclusion I have had the assistance and concurrence of Capt. Barnes-Lawrence. In short I find this conclusion:—The "Ujina" came in contact with the "Wongkoi" without any fault of those on board of the "Wongkoi." They were mistaken in the light they saw. The parties will proceed in the usual way as to the assessment of damages. The "Ujina" is solely to blame with costs.

THE CANTON-HANKOW RAILWAY CONCESSION.

The "Native Notes" writer of the N.C. Daily News made the following observations on the cancellation of the American concession for this railway.

As a result of the united and persistent stand made by the gentry and notables of Canton, assisted by a large number of men hailing from other provinces, a good many Hananese amongst them, against the action of the American syndicate, constructing the Canton-Hankow Railway, in selling its right to a Belgian syndicate, whose working in the interests of France and Russia is an open secret to all Chinese, the Chinese Government, has notified the United States Government through H.E. Mr. Conger, the U.S. Minister at Peking, that the contract granted to the American syndicate or company in question is cancelled. Although the Waiwupu had known perfectly well the trend of affairs in the South Department, following the line of least resistance, pretended to be unaware that more Russian and French claims were being forced for the empire in its southern dominions, and ignored the protests made ever and anon by some more patriotic mandarins warning the Waiwupu of the danger menacing the country. Fortunately there are still many patriots in this country and . . . these combining started an agitation in Canton, on behalf of the people of Kwangtung, against the selling of the Railway to the agents of any other nation. Once the agitation was started by the calling together of a meeting in Canton of everyone who had the welfare of their country at heart, enthusiasm caught on like wildfire, more meetings were called, and then at a mass meeting a large and influential Committee was named with instructions to approach the Central Government on the subject and give the Waiwupu to understand that here was the necessary backing the timid Ministers needed and that "any divergence from the path which pointed to the true interest of the Empire would be opposed by the inhabitants of Southern and Central China to the last gasp." Not contented with giving these hints to the Waiwupu, the Committee and their friends took the matter up to the Grand Council, and finally into the Palace, with the result that the object of the people of South China has been gained and the members of the American syndicate informed through their Minister in Peking, that their agreement re the Canton-Hankow Railway has now "ceased and determined," and "lapsed through default." Those who have the matter in hand intend that the line shall be constructed by Chinese alone, and many million taels have already been subscribed and paid into the banks by wealthy gentry and notables, not only of Kwangtung, but other provinces, to that end

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 24th at 11.42 a.m. The barometer has risen in Japan on the movement of the depression to the eastward, is stationary in the Philippines, and has fallen throughout China.

The monsoon has moderated in the Formosa Channel but will still continue fresh to strong in the northern part of the China Sea.

Forecast:—Fresh E. to N.E. winds, cloudy, fair.

POLICE COURT.

Thursday 24th November.

BEFORE MR. H. H. J. GOMPERTZ (FIRST POLICE MAGISTRATE).

AN UNLICENCED PILOT.

A Chinese pilot was charged with piloting a boat into the harbour without having a licence. The defendant admitted the charge, but said he did not think it was necessary to have a licence. Mr. Basil Taylor, the Assistant Harbour Master, did not wish to press the charge.

His Worship the magistrate, the defendant that he was liable to a fine of \$10, but under the circumstances he would inflict a fine of one dollar, and bind him over in the sum of \$50 for three months.

KIDNAPPING A COMMON GAMING HOUSE.

The report of this case appeared in our issue of Wednesday. His Worship yesterday delivered judgment as follows:—I shall convict the whole of the defendants. The maximum penalty under the Ordinance is \$1,000. In the case of the Wy-shing it is usual to give the full penalty, but from the evidence of an expert I must take into consideration that this is a smaller affair. The first and second defendants will each be fined \$500, in default, six months' hard labour. Defendants three and six also clearly assisted in carrying on the business. They will be fined \$250 each. The fourth and fifth defendants were also concerned in a minor degree, and will be fined \$100 each.

BEFORE MR. F. A. HAZELAND (SECOND POLICE MAGISTRATE).

KIDNAPPING.

Chan Sham was charged with bringing a girl into the colony from Canton for unlawful purposes. In-vestigator Withers prosecuted and Mr. O. D. Thomson appeared for the defence. His Worship, in delivering judgment said the complainant's evidence was very unsatisfactory. It had proved no offence against the Ordinance. Under the circumstances, he would discharge the defendant.

DEATH OF MR. JUSTICE LEACH.

Mr. Andrew John Leach, once Puisne Judge and Attorney-General at Hongkong, who left the Straits Settlements about a year ago for Home, is dead, died on the 7th instant. Numerous residents in Hongkong and China will hear of this with great regret, the late Justice being a popular man as well as a respected Judge. For the following particulars of his career we are indebted to the Straits Budget of the 16th instant.

Mr. Justice Leach first came out to Shanghai, where he joined in practice the celebrated Mr. Drummond, with whom he remained for some few years. Thence he proceeded to Hongkong, where he shortly afterwards acted as Puisne Judge, in which capacity he served us for nearly two years (April 1887 to February 1889). He relinquished the Judgeship to accept office as Attorney-General for the colony, and he retained that responsible position until March 1890; subsequently his services were frequently requisitioned by Government in the same capacity. Thus, despite his own large practice he found time acting as Attorney-General for that Colony from May 1891 to March 1892, from June 1892 to January 1893, from April to October in 1894, and lastly from March to April, 1895. While Mr. Leach was satisfying the strenuous claims of that office, Hongkong was visited for the first time during its British administration by that terrible scourge, the bubonic plague. Grappling with the outbreak, the Government determined to resume posession of a very large area of ground situated in the most thickly-populated quarter of the town, and it fell to Mr. Leach to draft and submit an Ordinance defining the powers of the Government and setting forth the character of the drastic remedial measures that were contemplated. Such an Ordinance entailed an enormous amount of trouble; few, indeed, outside official circles, could have any conception of the labour involved; but Mr. Leach performed his task so successfully that his measure was hailed with general satisfaction, and as an Ordinance it brings weal and comfort to the residents of Hongkong to this day. In the midst of his official duties, and in addition to the special calls that were made on his time, Mr. Leach found opportunity to write several useful works on Hongkong legal subjects. In this respect Mr. Leach proved a noteworthy illustration of the axiom that the busiest men have most time to spare. He wrote a careful Lexicographical Index of the Ordinances of Hongkong, a treatise on the Magistrate's Ordinance, and also published an edition of the Ordinances, all of which were of great utility to the community. In 1895 Mr. Leach was elevated to the bench of this Colony. Since that time his wide attainments and undoubted abilities as a lawyer have gained for him the respect of the entire community, lay as well as legal. Apart from his judicial abilities, Mr. Justice Leach has been well known in the social and sporting circles of the Far East ever since he first came out here. He was President of the Hongkong Cricket Club for some time, and also President of the Singapore Cricket Club. He also served on the Committees of these and various other clubs with which he was associated. He went home over a year ago in ill health, and though, as stated, he at one time seemed on the highroad to recovery, he was obliged to resign from the service in January last, and has now succumbed to the ailment which then compelled him to retire from active service.

THE BALTIC FLEET.

The Baltic fleet, now designated the Second Pacific Squadron, is composed of twelve battleships, seven cruisers, ten torpedo-boats, and eight destroyers, as follows:—

BATTLESHIPS.

Displacement. Tons. Speed. Knots.

Kniaz Suvoroff (flagship of Admiral Rozhestvensky). 13,500 . . . 18

Orel 13,516 . . . 18

Borodino 3,5 . . . 18

Imperator Alexander III 13,516 . . . 18

Oslabya 12,674 . . . 19

Imperator Alexander II 9,900 . . . 16

Peter Veliky 9,665 . . . 13

Navarin 9,476 . . . 16

Sissoi Veliky 8,880 . . . 16

Admiral Apraksin 4,126 . . . 16

Admiral S. S. Savine 4,126 . . . 16

Admiral Oneschkoff 4,126 . . . 16

Admiral Nakhimoff 8,570 . . . 19

Pamyat Azova 6,700 . . . 17

Admiral Korniloff 5,889 . . . 18

Vladimir Monomach 5,764 . . . 15

General Admirals 4,604 . . . 12

Svetlana 3,828 . . . 20

Almaz (Rear-Admiral Eink-visit) 3,255 . . . 19

Torpedo-boats 10

Destroyers 8

THE SIBERIAN RAILWAY.

ITS PRESENT CONDITION.

From accounts the Times has received from a traveller who recently passed over the whole of the Siberian Railway from Mukden to European Russia, it appears that the Russians are at present engaged in what is nothing less than properly completing the construction of the line and bringing it into a condition fit to carry the heavy traffic with which it has now to cope. At the time it was opened, although many fine permanent bridges were erected over the larger rivers, many of the smaller bridges and culverts were merely temporary structures of wood, which further were placed slightly out of alignment so that the permanent bridges, to be erected afterwards, should afford a straight run. The work of putting in iron spans on concrete piers instead of these temporary bridges is now being vigorously pushed forward, being rendered all the more necessary by the decay which rapidly attacks the soft pine which was originally used. Another detail of the equipment to which great attention is being devoted is the erection of water-towers for supplying the engines with water. Formerly this was done by means of pumping engines placed in chambers sunk 6ft. or 7ft. below the ground in order to protect the water from freezing, and, as the tops of the engine tenders are some 10ft. above the rail level, the water had sometimes to be raised through a total distance of 20ft. or more. These underground pumping-stations are now being replaced at about 40 places between Chelabinsk and Kharbin by brick water-towers built up to a height of 55ft, so that the engine tenders may be readily filled by gravity. To prevent the water freezing in the tanks of these towers they are packed round with cakium and protected by roughly-shaped logs which again are enclosed with a brick wall, the funnel which carries the smoke and steam from the pumping engine being also carried up through the tanks to assist in maintaining the temperature.

The existing permanent way requires continual attention. The rails are light—50lb. or 60lb.—and are laid upon transverse wooden sleepers in ballast, which for the most part consists of black soil, without stone or gravel.

The result is that subsidence are frequent, notwithstanding that the sleepers are placed unusually close together. Then the soft pine of which the sleepers are made quickly rots, the more so since no preservative measures are adopted, and the necessity for frequent renewal is shown by the heaps of rotting sleepers that lie along the line.

Of course every effort is being made to increase the capacity of the line to its utmost.

One of the great difficulties encountered in this respect lies in the fact that the sidings at places where two trains going in different directions can cross each other were originally made so short as to be unable to hold the long trains now being run. This difficulty was minimized as much as possible by making the westward-bound trains short enough to go into the sidings and allowing east-bound trains with as many as 200 cars to pass through.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic address: PRESS, Codes: A.B.C., 5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

SITUATION WANTED.

SITUATION as NURSE, for One Child.

Apply—

A. B. C.,
Care of Daily Press Office,
Hongkong, 24th November, 1904. [2750]

WANTED.

AT the Peak, Robinson Road Level, or Kowloon, Small FURNISHED HOUSE, or Three Furnished Rooms with board, Apply to—

"999"

Care of Daily Press Office,
Hongkong, 24th November, 1904. [2754]

TO LET.

ONE LARGE GODOWN, No. 112a, Praya East. Possession from 1st January, 1905. Apply to— D. DORABEE, King Edward Hotel, Hongkong, 25th December, 1904. [2751]

WANTED.

ZETLAND LODGE No. 525, E.C. REGULAR MEETING of ZETLAND LODGE will be held at the FREE-MASONS' HALL, on THURSDAY, the 1st December, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 25th November, 1904. [2752]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW. THE Company's Steamship

"HAITAN."

Captain Roach, will be despatched for the above ports on SUNDAY, the 27th inst., at 9 A.M. For Freight or Passage, apply to—

DOUGLAS LAPRAIK & CO., General Managers. Hongkong, 25th November, 1904. [2753]

NOTICE TO MARINERS, NO. 220 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

BUTTON ROCK LIGHTHOUSE.

NOTICE IS HEREBY GIVEN that the Light on Button Rock was exhibited for the first time at sunset on the 14th November. The illuminating apparatus is a single occulting of the sixth order showing a fixed white light, varied by single eclipses every 15 seconds, thus: 124 Seconds Light. 24 Seconds Eclipse.

The light tower is situated on the eastern end of the rock and the light, which is elevated 67 feet above the level of the sea, should be visible in clear weather, at a distance of 10 nautical miles.

The tower is round, of concrete, 26 feet high with a total height from base to top of lantern of 32 feet and is painted Black.

Approximate position.

Lat. 30° 38' 13" Long. 122° 22' 13"

For Bell Signal.

In thick or foggy weather a bell will be struck continuously by machinery one stroke every 10 Seconds.

H. G. MYHRE.

Acting Deputy Coast Inspector. Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 15th November, 1904. [2727]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LTD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W.

J. W. K. W.

Manager, 1st Floor, 37, Connaught Road, Hongkong, 18th June, 1904. [2571]

AMOY ENGINEERING CO., LTD., AMOY

CALL FLAG E.

REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Moderate charges. Work solicited. J. D. EDWARDS, Manager.

Amy, 3rd December, 1903. [51]

TONG CHONG WO & CO. No. 88, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure

HAVANA CIGARS AND CIGARETTES

They are made of best Havana leaves and possess a mild and choice flavour.

Inspection courteously invited.

Hongkong, 26th May, 1904. [1233]

WEI CHEETOO & CO.

IMPORTERS, EXPORTERS AND GENERAL COMMISSION AGENTS.

SPECIALTY: HUMAN HAIR.

No. 12, Potters Street, Hongkong.

Agencies—

CHEE CHEONG, Dealer in Human Hair.

SHUN LOONG, Preserved Ginger Factory.

CHOW LEUNG YEE, Fire Cracker Factory.

Hongkong 1st June, 1904. [1387]

THE AMERICAN SYSTEM OF DENTISTRY

DE. M. H. CHAUN.

37, DES VŒUX ROAD CENTRAL, HONGKONG, From the University of Pennsylvania, U.S.A.

Hongkong, 3rd June, 1904. [2161]

INTIMATIONS



NOTICE.

ONE THOUSAND DOLLARS REWARD.

THE above sum will be paid to any person who gives information leading to the arrest and conviction of the person or persons guilty of Stealing or Embroiling a Cheque for NINE THOUSAND DOLLARS made out in favour of Messrs. Jelken and Company, and indorsed by them and sent to be paid into the Deutsche Asiatische Bank in this Colony on the 8th August, 1904, but which was unlawfully cashed and the proceeds stolen by some person or persons unknown.

F. J. BADELEY,
Capt. Supt. of Police.
Hongkong, 16th November, 1904. [2694]

LOST—DOG.

JAPANESE PUG (male), Five Months Old; White Face, Tail and Feet; Black Ears; Body Black and White. Disappeared from residence Morning of November 14th.

FIFTY DOLLARS reward will be given if returned to— Mrs. C. W. CLARK,
No. 5, Ripon Terrace,
Hongkong.

Hongkong, 15th November, 1904. [2684]

WANTED.

AN ASSISTANT MISTRESS for the Kowloon School. Salary \$90 per month. Application should be made to the EDUCATION DEPARTMENT. Hongkong, 24th November, 1904. [2740]

SITUATION WANTED.

A MIDDLE-AGED PORTUGUESE, who has held the position of AGENT per pro. for a line of Steamers in a Coast Port for the last two years, seeks a position of trust in this Colony. Is a thorough English scholar, has a fair knowledge of French, speaks Spanish and Cantonese fluently. Is open from 1st January, 1905. Address—

S. E. P.,
Care of Daily Press Office,
Hongkong, 8th November, 1904. [2628]

NOTICE.

The NGAI LUM AND COMPANY carrying on Business at Yuen Chung Street, Yau Ma Tei, in the Colony of Hongkong, as Brass and Iron Moulders.

THE Business of the NGAI LUM AND COMPANY hitherto carried on at Yuen Chung Street, Yau Ma Tei, in the Colony of Hongkong, is being wound up. All persons having claims against the abovenamed NGAI LUM AND COMPANY are requested to send a statement of their claims to the undersigned on or before the 30th November, 1904.

GEO. K. HALL BRUTTON,
Solicitor.

Nos. 39 & 41, Des Vœux Road. Hongkong, 24th November, 1904. [2743]

NOTICE.

THE Undersigned, having never borrowed any money or stood security for any person, will NOT be RESPONSIBLE for any Debt or Security Contracted by any of their employees. All orders for Goods must be Chopped with the Chop of the Firm.

HOUNG CHEONG & CO., Tailors and Drapers, No. 50-52, Queen's Road Central, Hongkong, 24th November, 1904. [2742]

FOR SALE.

A FIVE-ROOMED HOUSE at the Peak. Also, a finely situated Croquet Ground near to above. For particulars, apply to— TURNER & CO. Hongkong, 22nd October, 1904. [2494]

FOR SALE.

STEEL MOTOR LAUNCH, 28 feet by 6 feet 9 inches beam; fitted with 6 H.P. Motor; speed about 7 miles; perfect order. Apply to— MOTOR, Care of Daily Press Office, Hongkong, 27th October, 1904. [2534]

FOR SALE.

A SMALL Lot of Fine Old JAPANESE INROS, LACQUER, and PORCELAINE. LOCK HING, Queen's Road Central, Hongkong, 1st November, 1904. [2571]

FOR SALE.

TWO Fast Twin-Screw Steamers "CHU KONG" Length ... 142 feet. Breadth ... 23 feet. Draught ... 6 feet. Registered 286 tons. Built of Steel and Fitted with Electric Light.

"PAK KONG" Length ... 160 feet. Breadth ... 2 feet. Draught ... 3 feet. Registered 300 tons. Built of Teak Wood.

For further particulars apply to—

42, WING LOK STREET, Hongkong.

Hongkong, 1st November, 1904. [2572]

ENGINES AND BOILERS FOR SALE

THE Undersigned have for Sale on moderate terms 2 ENGINES and 8 BOILERS from an Old French Gunboat, in good working order, and fit for seagoing steamers. Intending purchasers will please arrange terms with the CHING HOP Shop, No. 183, Wing Lok Street, or the WU TOI Shop, No. 110, Des Vœux Road West, or the CHOY LEE Shop, No. 33, Wing Wo Street, Hongkong.

Hongkong, 22nd November, 1904. [2726]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm. WITH CHAMBER for 10 CARTRIDGES, FIRING 10 SHOTS in 2 SECONDS. SIEMSSON & CO. Hongkong, 3rd October, 1904.

CHEAP SALE OF FURNITURE.

IN consequence of Removal to New Premises, I, No. 43, Des Vœux Road Central, the Undersigned offers his Stock of FURNITURE at considerably reduced prices. Inspection respectfully solicited.

LI KWONG LOONG,

No. 1, Wyndham Street,

Behind the Old Hongkong Club Building, Hongkong, 22nd November, 1904. [2729]

THE AMERICAN SYSTEM OF DENTISTRY

DE. M. H. CHAUN.

37, DES VŒUX ROAD CENTRAL, HONGKONG, From the University of Pennsylvania, U.S.A.

Hongkong, 3rd June, 1904. [2161]

ENTERTAINMENTS

HONGKONG AMATEUR DRAMATIC CLUB.

THEATRE ROYAL.

THE COMEDY-OPEA

"DOROTHY"

Will be Produced on the following dates:

TO-MORROW

(SATURDAY), 26TH NOVEMBER, 1904.

MONDAY, 28TH

Doors Open at 8.30 P.M. Curtain Rises at 9 P.M.

F. J. BADELEY,

Capt. Supt. of Police.

Hongkong, 16th November, 1904. [2694]

NOTICE TO SHAREHOLDERS.

THE FOURTH ORDINARY YEARLY MEETING of SHAREHOLDERS

in this Company will be held at the COMPANY'S OFFICE, No. 37, Connaught Road, THIS DAY (FRIDAY), the 25th day of November, at NOON, for the purpose of presenting the report and statement of accounts to 30th September, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 25th November, both days inclusive.

J. W. KEW,

Manager.

Hongkong, 10th November, 1904. [2658]

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Green Island Cement Company, Limited, will be held at the COMPANY'S OFFICES, St. George's Building, Praya, Central Victoria, Hongkong, on SATURDAY, the 26th day of November, 1904, at 11 o'clock in the forenoon, when the Subjoined Resolution will be proposed:

That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 Shares of \$10 each to \$1,500,000 Shares of \$10 each) by the creation of 50,000 New Shares of \$10 each to be offered and if accepted to be allotted to the persons constituting the shareholders of the Company according to the Company's Register of Shareholders on the 28th day of February, 1905, at a premium of \$100 for each and every Single Share of such 50,000 New Shares in the ratio and proportion of One New Share for every Two Old Shares in the Company held by the respective Shareholders thereof; the amount payable on each of such New Shares respectively (including the said premium of \$10 per Share) to be paid as to one equal half part thereof on the 3rd day of March, 1905, and as to the remainder thereof (including the balance of the said premium) on the 30th day of June, 1905.

And that failing such allotment as aforesaid the said New Shares be disposed of by the General Managers in accordance with the Company's Articles of Association.

And that for the purpose of facilitating the carrying into effect of the above Resolution

Gregg

**WINE
AND
SPIRIT
MERCHANTS.
HONGKONG.**

WILL OPEN THEIR OFFICE ON THE 1ST OF
DECEMBER, AT
34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR

(W. POWELL & CO.'S OLD PREMISES).

2735

TO LET

TO LET.

THE whole of the **SECOND FLOOR** of No. 34, QUEEN'S ROAD CENTRAL (opposite the General Post Office). Rooms are light, spacious and well ventilated, 13 in number, besides Kitchen, Pantry, Bathrooms, and Servants' Quarters &c., at a very moderate rent. Immediate Possession.

Apply to—

WONG CHU SANG,
Care of Yee Sang Fat & Co.,
34, Queen's Road Central,
Hongkong, 17th November, 1904. [2700]

TO LET.

A EUROPEAN HOUSE, No. 158, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water. Good Sea View.

Apply to—
JARDINE, MATHESON & CO.,
Hongkong, 8th August, 1904. [117]

TO LET.

FINE LARGE STORE, in Queen's Road Central (Best Part). Apply—

X,
Care of Daily Press Office,
Hongkong, 6th September, 1904. [216]

TO LET.

No. 1, RIPPON TERRACE (in FLATS). A HOUSE in WONG-NEI-CHONG ROAD, facing Race-course. FLATS in MORETON TERRACE, facing the Polo Ground. OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER). GODOWNS; PRATA EAST.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 29th June, 1904. [175]

TO LET.

FURNISHED ROOM, with Board, from date; Tennis Court attached; near Kowloon Ferry, Kowloon. Apply—
Care of Daily Press Office,
Hongkong, 5th October, 1904. [2375]

TO LET.

3RD FLOOR, suitable for Office. Apply to—
WING CHEONG,
35, Queen's Road Central,
Hongkong, 3rd June, 1904. [74]

TO LET.

No. 16, HOLLYWOOD ROAD (8 Rooms) (with Kitchens, Bathrooms, and Servants' Quarters). Apply to—
H. M. S. H. ESMAL,
4, Hollywood Road,
Hongkong, 16th August, 1904. [193]

TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to—
HUMPHREYS' ESTATE & FINANCE CO., LTD.
Hongkong, 21st June, 1904. [2350]

TO LET.

TWO FURNISHED ROOMS in a Private House in Kowloon, either separately or together, with or without Board. Apply to—
Care of Daily Press Office,
Hongkong, 19th November, 1904. [2710]

TO LET

No. 1, STEWART TERRACE, the Peak. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 28th March, 1904. [865]

TO LET.

Nos. 17, 19 & 21, SEYMOUR ROAD. Nos. 6, CASTLE ROAD. Nos. 74, CAINE ROAD.

Apply to—
COMPRADORE DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 17th September, 1904. [430]

HONGKONG CLUB.

TO LET.

A SUITE of TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned. C. H. GRACE, Secretary.

Hongkong, 4th June, 1904. [1417]

SCIENTIFIC MISCELLANY.

COLOUR OF EYES—RISK FROM MAGAZINE EXPLOSIONS—READY TEMPERING—CELLULOSE COTTON—DEEP MINING—THE BEST EGGS—FRESH GRAPES ALL WINTER—GUN EROSION—TIN FROM WASTE—COPPER PAINT FOR SHIPS.

The novel theory that the difference in the colour of people's eyes is a protective adaptation to surroundings comes from Prof. Wallace of Kimberley, South Africa. Natives of regions where blue sight is predominant—Swedes, Norwegian and sailors, for instance—have blue eyes, while near the equator or in sandy lands like South Africa, where intense yellow light is experienced, the eyes take a rich dark yellow hue, as those of the Kaffirs and Malays, Italians and Spaniards. Generally speaking, the Scotch have blue, the English grey, and the French dark eyes.

From experiments in Belgium, Leon Thomas gives reassurance to dwellers a few miles away from stores of high explosives. Various quantities of dynamite up to a ton were exploded, and the destructive effects were confined to radii of 50 to 500 feet, leading to the conclusion that the greatest source of explosives that could be collected would not endanger life or substantial buildings up to 100 to 500 yards. Further away up to 3,000 yards, an explosion would give a return shock with no more serious injury than broken windows or dislodged tiles.

In the new process of D. Engels, carbon for hardening iron and steel is obtained from carbides and certain fluxes. A mixture of silicon carbide and sodium sulphate, for example, is applied to the cold metal, and then heated to redness with it, the reaction being so rapid that an eighth-inch steel plate is made to resist the best tempered steel tools on one side while the other side remains wholly soft.

Last year's hydrophobia statistics at the Berlin institute show that of 281 persons inoculated at once on being bitten by a mad dog, 1% per cent died; of those treated medically, 6 per cent, and of those not treated, 11 per cent.

Artificial cotton is now made from various woods, as from pine in Bavaria and from fir in France. In the French process, the wood, freed from bark and knots and pulverized by a special machine, is steamed ten hours in a horizontal brass lead lined cylinder of 3,500 cubic feet capacity, after which 2,000 cubic feet of a bisulphite of soda wash is added and the whole is heated thirty-six hours under a pressure of three atmospheres. The fibre, thus made very white, is then washed and ground by a series of strong metallic meshes, after which it is given electro-chemical bleaching by chloride of lime. The mass is dried between two powerful rollers. The resulting pure cellulose is reheated in a tight metal boiler with a mixture of chloride of zinc and hydrochloric and nitric acids, to which is added a little castor oil, casein and gelatine to give resistance to the fibre. The very consistent paste produced is drawn into threads through a kind of drawplate. The threads are passed over gummed cloth, then immersed in weak carbonate of soda solution, dried between two slowly turning cylinders, and finally given solidity by an ammoniacal bath.

The deepest mining shaft has been sunk to a little more than a mile in Cape Colony, and the deepest bore-hole has reached about the same depth in Silesia. The Hon. C. A. Parsons contends that there should be no insurmountable difficulty in carrying a shaft down twelve miles. An approximate estimate has shown that to reach a depth of two miles the cost would be \$2,500,000, ten years would be required, and a rock temperature of 122 deg. F. would be found, while to penetrate twelve miles would cost \$25,000,000 and would take eighty-five years, the rock temperature expected being 272 deg.

Brown shelled eggs have been thought so much better than white ones that the shells are now artificially coloured. A recent medical writer, however, declares that there is probably no nutritive difference between eggs naturally brown and white, but that deep-coloured, almost reddish, yolks indicate richness in iron and eggs of much greater nutritive value than those of pale yellow yolks laid by anemic, town-kept hens.

The curious new French method of preserving grapes depends upon cutting so that five or six inches of vine is left attached to each bunch. The piece of vine-stem is inserted in a wide mouthed bottle filled with water, and the grapes hang outside without touching the bottle. The bottles are placed on large racks in a cellar, where water is supplied daily to replace evaporation loss, choice table grapes are kept fresh and perfect throughout the entire winter. The process is expensive, but there are said to be pounds for the grapes at \$2 or more a pound at certain times in the year.

Nitroglycerine powders are stated to have a combustion temperature above the fusing point of steel. This causes very rapid erosion of heavy guns, for at each discharge a thin layer of the bore is actually fused and carried away. Nitrocellulose compounds, such as are used by the United States Government, have a much lower combustion temperature, American guns for this reason being much less affected in action than British guns.

The recovery of tin from old cans and scrap plate has been a subject of much experiment, and is already developing into an important industry among the thrifty Germans. They now treat waste tin plate at eight factories, by electrolytic methods reducing 30,000 tons annually. Much old tin is sent from the United States to Germany, and some years ago the price of scrap tin in New York reached \$5.00 a ton. Yet the scrap contains only 3% per cent. of tin.

A novel method of giving an antifouling coating to a ship's bottom is the subject of a recent patent. Quick-drying paint is first applied, then copper powder is blown into it and the surface is burnished, after which the application of still finer copper is continued until a complete surface of copper results.

GERMANY AND KIAOCHAU.

The leased territory of Kiaochau is an entirely different footing from the other German Protectorates, and is mainly a naval station for the German Squadron in the Far East. As Mr. J. B. Whitehead, Counsellor to His Majesty's Embassy at Berlin, explains in his annual report on the German colonies, it consists of the harbour and town of Tsingtau and its environs, which are directly administered by the German authorities, and connected with which are certain treaty rights and privileges over the whole province of Shantung. The administration of Kiaochau is exercised by the German Admiralty, and not by the Colonial Department of the Foreign Office; and Herr von Lierster states that this has been a fortunate dispensation for the Protectorate, as the Admiralty does not show the chivalry in dealing with the Imperial Parliament which is characteristic of the Colonial Department.

The result is that Kiaochau since its occupation cost the Imperial Treasury almost as much per annum (26,000) as all the other German colonies taken together, but that on the other hand the advance made has been most striking. Kiaochau has in fact developed with surprising rapidity; the Shantung railway has now reached Tsingtau, the capital of the Province of Shantung, and has tapped the productive coal-fields in that neighbourhood, thus diverting the trade of the province from Chefoo to the German port.

By the construction of breakwater, which is to be 13 miles in length, when completed, an excellent inner harbour has been created, in which the largest vessels can lie alongside the quay and load directly from railway trucks; a whole quarter of European villas has been created, and two new Chinese towns have come into existence in its vicinity. On the outer beach a large hotel has been opened for the reception of summer residents from Hongkong, Chefoo, and Shanghai. In 1902-03 the trade of the port had increased by 100 per cent. as compared with that of the preceding year. The system of land tenure by which the township was to be insured has undergone considerable modifications since it was first established in 1898. According to the original scheme land was sold by the Government on condition that the purchaser should within a given time construct buildings or otherwise make profitable use of the ground in a manner approved by the Government. If he failed to do so the land reverted to the State, the actual owner being returned one-half of the price paid by the first purchaser.

In April, 1903, the General German law regulating land tenure were introduced in the Protectorate, and consequently this system, which was not consonant with them, had to be abolished. In order, however, to prevent speculative purchases, and consequent waste of useful land, an arrangement was made by which a penalty, secured by a mortgage, was imposed on a purchaser who failed to build or otherwise use the land bought. This, again, was found inconvenient because it curtailed the purchaser's borrowing powers, and a new scheme has consequently been worked out, according to which a purchaser of land shall within the time allowed for the construction of buildings or other utilization of the ground pay 6 per cent. land tax, after that period 9 per cent. after three years more 12 per cent., and so on till a maximum of 24 per cent. is reached. As soon as the approved plan of utilisation has been executed the land tax will again fall to 6 per cent. This scheme has been accepted by the landowners, and seems to afford sufficient security against purchases merely intended as a speculation on rise in value. The Government continues to purchase land from Chinese owners without encountering difficulties. In the year under review about 184 acres were bought by the Government mostly for purposes of forestry and similar objects, the sales to Europeans for building purposes amounting to about 37 acres. When land originally purchased from Government is resold by the first or a later owner, one-third of any unearned increase in value is claimed by the State. —*The Globe*.

Sole Agents for Kigio, Komatsu (Tagawa), and Matsushima Coals.

The Head and Branch Offices will receive any order for Coals produced from the above Collieries.

Coal sold in 1903 by the Company amounted to 1,210,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, 26th April, 1904. [11]

THE EAST OF ASIA.

(Published Quarterly.)

CONTINUING Articles of Special Interest, Profusely Illustrated, descriptive of the people, Customs, &c., of the Far East.

The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of its sterling merit of the publication.

Price \$1.50.

On Sale at "NORTH CHINA HERALD OFFICE, Shanghai;

MESSES. KELLY & WALSH, Hongkong;

and all leading Booksellers in the Far East Hongkong, 3rd February, 1903.

PRINTING.

"DAILY PRESS" OFFICE.

The only office in China having European taught workmen. Equal to Home work.

Hongkong, 26th April, 1904.

STOKEKEEPERS

BISMARCK & CO.

Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Shipmakers, &c.

Fresh Water supplied to Vessels in the Harbour.

Terms for Advertising (Translations free) can be obtained at the Office, 14, Des Voeux Road Central, Hongkong, 131, Fleet Street, London or from the different Agents.

Documents translated from or into Classical or Colloquial Chinese.

144, Des Voeux Road.

KWONG SANG & CO.

Shipchandlers, Sailmakers, Provisioners

Coal Merchants, Hardware, Engineers

Tools, Metal, Iron and Steel Merchants

144, Des Voeux Road.

THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.

ALEXANDRIA & CAIRO, EGYPT.

FINEST EGYPTIAN CIGARETTES.

TRADE MARK.

LOTUS,

Large Size \$5.00 per 100

Gold Tipper Medium Size

\$3.75 per 100

ZAFAR,

Large Size \$4.60 per 100

Medium Size \$4.20

KARIM,

Large Size \$3.75 per 100

Medium Size \$3.50

HABIT,

Large Size \$3.00 per 100

Medium \$2.75 per 100

SOLE AGENTS FOR HONGKONG:

KRUSE & CO., CONNAUGHT HOUSE.

ARNHOLD. KARBERG & CO.</

SHIPPING.

ARRIVALS.

CLAN, British str., 2,364. Evans, 24th Nov.
Balk Papau 15th November. Liquid Fuel.
Arnold, Karberg & Co.
GERMANIA, German str., 558. H. Flugot, 23rd Nov.—Kiel 20th Sept.—Siemssen & Co.
HAI PING, British str., 1,237. Grey, 23rd Nov.—Haiphong 21st November, Rice.—A. R. Mart.

KWANG-LE, Chinese str., 1,460. Lincoln, 24th November.—Captain 23rd Nov. General Chinese.

TEED, British gunboat, 362. R. H. Keate, 23rd Nov.—Shanghai 19th Nov.

VESTAL, British sloop, 920. Stuart, St. J. Farquhar, 23rd Nov.—Shanghai 16th Nov.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
24th November.

Carl Diederichs, German str., for Hoilow.

Rejaburi, German str., for Pakhoi.

DEPARTURES.

24th November.

CHANGSHA, British str., for Kobe.

CHIHLI, British str., for Swatow.

GISELE, Austrian str., for Yokohama.

HAILOONG, British str., for Tamsui.

HONGKONG, French str., for Haiphong.

JACOB DIEDRICHSEN, Ger. str., for Haiphong.

MAUSANG, British str., for Sandakan.

NEEDLES, British str., for Samarang.

P. E. FRIEDLICH, German str., for Shanghai.

ST. EGBERT, British str., for Calcutta.

ZAFIRO, British str., for Manila.

VESSELS IN DOCK.

23rd November.

ABERDEEN DOCKS.—Rowton Dock, U.S.S. Fathomer. Hanover, Pronto, Heungshan, Tean, Ayincourt, S.M.S. Fural Bismarck.

COSMOPOLITAN DOCK.

VESSELS PASSED ANJER.

Nov. 1, British man-of-war, Euryalus, from East.

Nov. 2, Dutch str., Salak, Sharp, Nov. 2, from Batavia for Rotterdam.

Nov. 4, British str., Islander, Wright, Nov. 3, from Christmas Island for Singapore.

Nov. 4, Dutch str., Malang, Klein, Sept. 24, from Rotterdam for Batavia.

Nov. 4, Dutch str., Bogor, Adam, Nov. 4, from Batavia to Rotterdam.

Nov. 5, British str., Lohian, from Durban for Hongkong.

Nov. 7, Dutch str., Ardjoen, De Boer, Oct. 1, from Rotterdam for Batavia.

Nov. 8, Norwegian, Heron, Larsen, Nov. 6, from Batavia for Padang.

Nov. 9, British str., Castor, Campbell, July 23, from New York for Anjer.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG,

COLOMBO, BOMBAY, KARACHI,

ADEN, SUEZ and PORT SAID.

(Taking cargo at through rates to the BEAVERS,

to SOUTH AFRICA, PERSIAN GULF, RED

SEA, BLACK SEA, LEVANT, VENICE and

ADRIATIC PORTS).

THE Company's Steamship

"MARI VALERIE."

Captain Berberovich, will be despatched as above

TO-DAY, the 25th inst., P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO.

Agents.

Princes Buildings.

Hongkong, 2nd November, 1904.

STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.

THE Steamship

"KENNEBEC"

will be despatched as above on the 26th inst.

instead of as previously advertised.

For Freight or further information, apply to

STANDARD OIL COMPANY

OF NEW YORK.

Oriental Freight Department.

Hongkong, 1st October, 1904.

[2439]

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND

YOKOHAMA.

THE Company's Steamship

"TONKIN."

Captain Schmitz, will be despatched for the

above ports on or about MONDAY, the 29th

inst.

For Freight or Passage, apply to

L. BRIDOU,

Acting Agent.

Hongkong, 22nd November, 1904.

[2439]

JAVA-CHINA-JAPAN LIJN.

FOR BATAVIA, CHERIBON, SAMA-

RANG, SOERABAIA & MACASSA.

(Taking cargo to all ports in Netherlands India

on or through Bill of Lading).

THE Steamship

"TJILATJAP."

Captain Koops, will be despatched for the

above ports on or about WEDNESDAY, the

30th inst.

For information as to Freight and Passage, apply to

Head Agent of the

JAVA-CHINA-JAPAN LIJN.

(Alexandra Buildings, 3rd Floor).

Hongkong, 23rd November, 1904.

[2739]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"

951 Tons, Captain J. McGinty, will leave for

Canton at 9 P.M. on SUNDAYS, TUE-

DAYS and THURSDAYS and return to

Hongkong on the following days, leaving Canton

at 5 P.M. Excellent accommodation, electric

light, and perfect cuisine. Wharf at Hongkong

near Harbour Office.

First-class Fare, \$3 each way.

Second-class, \$1.50 each way. Meals, \$1 each.

Cargo Freight very moderate.

CHENG CHONG STEAMBOAT CO., LTD.

No. 147, Connaught Road Central.

Hongkong, 15th March, 1904.

VESSELS ADVERTISED AS LOADING.

To ascertain the berthing of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's

2. From Harbour Master's to Blake Pier.

SECTIONS.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

TO BE DESPATCHED

On 3rd Dec., at Noon.

On 6th Dec.

On 20th Dec.

On 7th Dec., at Noon.

On 29th inst.

On 19th Dec.

On 27th Dec.

On 11th Jan.

Today, P.M.

On 20th Dec.

On 26th inst.

About 6th Dec.

About 30th Dec.

On 14th Dec.

On 28th Dec.

On 30th inst.

On 17th Dec.

On 13th Dec., at Daylight.

On 10th Dec.

On 14th Dec., at Noon.

On 8th Dec.

About 1st Dec.

To-day.

To-day, at 4 P.M.

On 27th inst., at Daylight.

About 25th inst.

About 2nd Dec.

To-day.

To-morrow.

On 29th inst., at Daylight.

On 27th inst., at Daylight.

On 4th Dec., at Daylight.

On 30th inst., at Daylight.

On 27th inst., at 9 A.M.

On 29th inst.

On 29th inst.

On 3rd Dec., at 10 A.M.

On 10th Dec., at 10 A.M.

About 2nd Jan.

About 30th inst.

About 29th inst.

On 30th inst., at 3 P.M.

VESSELS ON THE BERTH

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PURNEA"

Captain Pearson, the 29th inst., at DAYLIGHT.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.

Agents.

Hongkong, 21st November, 1904.

[2724]</

OCEAN STEAM SHIP CO., LTD.
AND
**CHINA MUTUAL STEAM
NAVIGATION CO., LTD.**
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

FROM STEAMERS
GLASGOW and LIVERPOOL... "KEEMUN"..... On 26th November.
GLASGOW and LIVERPOOL... "MOYUNE"..... On 9th December.
GLASGOW and LIVERPOOL... "HECTOR"..... On 14th December.
GLASGOW and LIVERPOOL... "SOBRALENSE"..... On 17th December.
GLASGOW and LIVERPOOL... "HYSON"..... On 29th December.DUE
HOMEWARDS.FOR STEAMERS
AMSTERDAM, LONDON and
ANTWERP... "TELEMACHUS"..... On 6th December.
AMSTERDAM, LONDON and
ANTWERP... "DIOMED"..... On 29th December.
GENOA, Marseilles and
LIVERPOOL... "DARDANUS"..... On 29th December.
Taking cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR STEAMERS
VICTORIA, SEATTLE, TACOMA, and
the PACIFIC COAST PORTS, VIA
NAGASAKI, KOBE & YOKOHAMA
For Freight, apply to—BUTTERFIELD & SWIRE,
AGENTS.

[10-11]

Hongkong, 29th October, 1904.

**CHINA NAVIGATION CO.
LIMITED.**

FOR STEAMERS
SHANGHAI..... "WHAMPOA"..... On 25th November.
NINGPO and SHANGHAI..... "NINGPO"..... On 25th November.
AMOY, MANILA, CEBU and ILOILO... "SUNGKLIANG"..... On 29th November.
MANILA..... "TAMING"..... On 29th November.
MANILA..... "TEAN"..... On 29th November.PORT DARWIN, THURSDAY
ISLAND, COOKTOWN, CAIRNS, & "CHANGSHA"..... On 10th December.
TOWNSVILLE, BRISBANE.SYDNEY and MELBOURNE
The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.

Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

[12]

Hongkong, 25th November, 1904.

OSAKA SHOSEN KAISHA
REGULAR STEAM-SHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.FOR STEAMERS
TAMSUI, VIA SWATOW
AND AMOY
ANPING, VIA SWATOW
AND AMOY
TAMSUI, VIA SWATOW
AND AMOY

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Voeux Road Central.

Hongkong, 20th November, 1904.

T. ARIMA, Manager.

[15]

**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR STEAMERS
SINGAPORE and BOMBAY... "BANCA"..... About 29th November
YOKOHAMA, VIA SHANGHAI, MOJI and KOBE... "C. J. Bentoo, E.N.R."..... About 1st DecemberSHANGHAI..... "BENGAL"..... About 2nd December
LONDON, &c.... "SIMLA"..... Noon, 3rd DecemberFor further Particulars, apply to
E. A. HEWETT,
Superintendent.

[1]

Hongkong, 25th November, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI via INLAND
SEA OF JAPAN, MON, KOBE and YOKOHAMA FOR
OPERATING IN THE OREGON RAILROAD & NAVIGATION CO.STEAMSHIP TONS. CAPTAIN
"ARAGONIA" 5,198 Schuitt..... TO SAIL AT DAYLIGHT ON
"NICOMEDIA" 4,370 Wagner..... December 19th, 1904.
"NUMANTIA" 4,370 Brehmer..... January 9th, 1905.
"AKARIA" 4,370..... February 25th, 1905.Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Points. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, GENERAL AGENT.

[14]

Hongkong, 14th October, 1904.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK,
VIA PORTS AND SUEZ CANAL
PROPOSED SAILINGS FROM HONGKONG.About
"ST. HUGO"..... 6th Dec.
"SHIMOSA"..... 18th Dec.For Freight and further information, apply to
DODWELL & CO., LTD.

Agents.

Hongkong, 9th August, 1904.

[877]

Price 25 cents. each. Cash with order.

Hongkong, 6th October, 1904.

REGISTRATION
OF
TRADE MARKS IN CHINA.Copies of the
EXPERIMENTAL REGULATIONS

may be obtained at the Daily Press Office.

Price 25 cents. each. Cash with order.

Hongkong, 6th October, 1904.

**INDO-CHINA STEAM NAVIGATION CO.
LIMITED.**

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL.

SHANGHAI..... "WOSANG"..... Fri., 25th Nov., 8 P.M.

SHANGHAI VIA SWATOW..... "KWONGSANG"..... Sun., 27th Nov., D'light.

SINGAPORE, PENANG & CALCUTTA "NAMSANG"..... Wed., 30th Nov., 3 P.M.

These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 25th November, 1904.

SHIPPING IN PORT.

STEAMERS.

AGINCOURT, British str., 2,876, H. T. Worsnop.

Hainan Island 1st Oct.—Gilmour & Co.

AMERICA MARU, Jap. str., 3,437, Ernest Bent.

17th Nov.—San Francisco 19th Oct. and

Shanghai 15th Nov., Mails and General.

Toyo Kisan Kaisha.

ANGHIN, German str., 1,001, T. Schaefer, 21st

November.—Bangkok 10th November and

Swatow 20th, Rice.—Bantafford & Swire.

AVOC, British transport, 3,410, A. J. Windle-

bank, 18th Nov.,—Colombo 6th November,

Military Baggage.—Jardine, Matheson & Co.

BARON ELDON, British str., 2,373, Uistrom

4th Nov.,—Moj 28th Oct., Coal.—Arnold,

Karberg & Co.

BARTWY, British str., 1,542, Shotton, 22nd

October.—Labuan (Borneo) 15th Oct., Coal.

Order.

BREIZ HUEL, French str., 2,933, J. B. Andrain

19th Nov.,—New York 26th Sept., Petro-

leum.—Standard Oil Co.

CARL DIEDERICHSEN, German str., 724, H.

Schlakier, 22nd Nov.—Haiphong 20th Nov.

and Hoo 21st, General.—Jebson & Co.

CASTOR, Norwegian str., 774, Joh. Martin, 2nd

November.—Cardiff 10th Sept., Coal.

CHINA, American str., 3,186, D. F. Friede, 21st

November.—San Francisco 25th Oct. and

Shanghai 19th Nov., Mails and General.

P. M. S. S. Co.

EMPEROR OF JAPAN, British str., 3,039, Hy-

Fujiwara, E.N.R. 22nd Nov.,—Vancouver 31st

October and Shanghai 19th Nov., Mails and

General.—C. F. R. Co.

GIANT BEE, British str., 1,193, Follett, 20th

November.—Samarang 8th Nov., Sugar

and Cotton.—Chinese.

HANOI, French str., 739, P. Merle, 12th Nov.,

Haiphong 10th November and

Rosario, 28th Nov., 6 guns, 1,400 h.p.

Comdr. Divian Straits Division

Sandpiper, river gunboat, 88 tons, 2 guns.

Lieut.-Comdr. E. B. Noble, Hongkong

Moerhen, river gunboat, 180 tons, 2 guns.

Lieut.-Comdr. E. B. Noble, Hongkong

Otter, torpedo-boat destroyer, 350 tons, in

reserve

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p.

Comdr. J. Nicholas, Hongkong

Rambler, surveying-ship, 583 tons, Comdr.

Chas. E. Monroe, Labuan

Rinaldo, sloop, 980 tons, 6 guns, Comdr. D. S.

Aubyn Wake, en route Singapore

Robin, river gunboat, 88 tons, 2 guns, 240

h.p., Lieut.-Comdr. Vaughan, West River

Rosario, sloop, 980 tons, 6 guns, 1,400 h.p.

Comdr. Divian Straits Division

Sandpiper, river gunboat, 88 tons, 2 guns.

Lieut.-Comdr. L. W. Jones, West River

Sirius 2nd class cruiser, 3,600 tons, Capt. C. H.

H. Moore, Weihaiwei

Snipe, river gunboat, 88 tons, 2 guns, 240 h.p.

Lieut.-Comdr. Ernest W. G. Davidson, on

Yangtze

Taku, torpedo-boat destroyer, 250 tons, 6 guns

5,600 h.p., Hongkong

Tamar, receiving ship, 4,600 tons, 6 guns

Commodore C. G. Dickson, at Hongkong

Teal, river gunboat, 180 tons, 2 guns, Lieut.

Comdr. E. F. R. Dugmore, on Yangtze

Thetis, cruiser, 3,400 tons, Capt. J. C. A.

Wilkinson, Hongkong

Tweed, gunboat, 362 tons, 3 guns, 200 h.p.

Lieut.-Comdr. R. H. Keate, Hongkong

Vengeance, battleship, 12,950 tons, 12 guns

13,500 h.p., Capt. L. C. Stuart C.M.G.,

Hongkong

Vestal, sloop, 980 tons, 10 guns, 1,400 h.p.

Comdr. Stuart St. J. Farquhar, Hongkong

Virago, torpedo-boat destroyer, 380 tons, 6

h.p., Lieut.-Comdr. Wells, Hongkong

Whiting, torpedo-boat destroyer, 380 tons, 6

h.p., Lieut.-Comdr. Wells, Hongkong

Wivern, coast defence ship, armoured, 2,750 tons,

1,000 h.p., in reserve, Hongkong

Woodcock, gunboat, 130 tons, 2 guns, 550 h.p.

Lieut.-Comdr. Hugh Somerville, Yangtze

POST OFFICE NOTICES.

The *Toukin*, with the French mail of the 28th ult., left Singapore on Tuesday, the 22d inst., at 1 a.m., and may be expected here on or about the 25th inst. This packet brings replies to letters despatched from Hongkong on the 24th September.

MAILS WILL CLOSE

FOR

	PER	DATE
Macao		
Canton		
Patkoh and Muntok		
Bangkok		
Macao		
Shanghai		
Ningpo and Shanghai		
Shanghai		
Swatow and Bangkok		
Kongmou, Kunmuk, Samshui, Shihsing, Tukking and Wuchow		
Namtsu		
Sanabu		
Canton		
Canton		
Macao		
Amoy, Manila, Cobu and Iloilo		
Swatow, Amoy and Foochow		
Swatow and Shanghai		
Namtsu		
Sanabu		
Swatow, Amoy and Tamsui		
Canton		
Amoy, Straits and Rangoon		

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Manila

Manila

Singapore, Penang and Calcutta

Batavia, Samarang, Sourabaya and Macassar

Manila

EUROPE, &c., India via Tukting. (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

EUROPE, &c., India via Tukting. (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Manila

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Launceston, New Zealand, Melbourne, Adelaide and Perth

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

TO-DAY.

Ordinary yearly Meeting of the Hongkong Steam Waterboat Co., Ltd., noon.

Harmont's Circus, Causeway Bay, 8 p.m.

TO-MORROW.

Extraordinary General Meeting of the Green Island Cement Co., Ltd., 11 a.m.

Sale Japanese Curios, Sales Rooms, Mr. V. I. Remedios, 2 p.m.

Sale Japanese Water Colour Paintings, Sales Room, Mr. V. I. Remedios, 2.30 p.m.

Harmont's Circus, Causeway Bay, 3 p.m. and 9 p.m.

Hongkong Amateur Dramatic Club, Theatre Royal, City Hall, 7 p.m.

Canton Amateur Theatrical Society, Canton Club Theatre, 9.15 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

24th November.

ON LONDON.— Telegraphic Transfer 1/10/11
Bank Bills, on demand 1/10/12
Bank bills, at 30 days' sight 1/10/12
Bank Bills, at 4 months' sight 1/10/12
Credits, at 4 months' sight 1/11/12
Documentary Bills, 4 months' sight/11/12

ON PARIS.— Bank Bills, on demand 2/12
Credits, at 4 months' sight 2/12

ON GERMANY.— On demand 19/3

ON NEW YORK.— Bank Bills, on demand 46
Bank Bills, 60 days' sight 46

ON BOMBAY.— Telegraphic Transfer 4/13
Bank, on demand 41

ON CALCUTTA.— Telegraphic Transfer 4/13
Bank, on demand 141

ON SHANGHAI.— Bank, at sight 7/12
Private, 30 days' sight 7/12

ON YOKOHAMA.— On demand 9/12

ON MANILA.— On demand—Pesos—9/12

ON SINGAPORE.— On demand 2/12 p.m.

ON BATAVIA.— On demand 11/12

ON HAIPHONG.— On demand 1/12 p.m.

ON SAIGON.— On demand 1/12 p.m.

ON BANGKOK.— On demand 10/15

SOVEREIGN, Bank's Buying Rate 54.90

GOLD LEAF, 100 fine, per tael 54.90

BAR SILVER, per oz 27/1

OPIUM.

23rd November.

Quotations are— Allow 20% to 1 cent.
Malwa New \$1100 to \$1130 per picul
Malwa Old \$1200 to \$1230
Malwa Older \$1250 to \$1280
Malwa V. Old \$1320 to \$1360
Persian fine quality \$880 to —
Persian extra fine \$900 to —
Pata New \$170 to — per ched.
Pata Old \$8 to —
Bengares New \$1120 to —
Bengares Old \$8 to —

VESSELS EXPECTED.

THE FRENCH MAIL.

The M.M. steamer *Toukin* left Singapore on the 22nd Nov. at 1 a.m., for this port via Saigon.

THE AMERICAN MAIL.

The O. & O. steamer *Dorie* left San Francisco for this port via Honolulu, &c., on the 9th Nov.

The P.M. steamer *Manchuria* left San Francisco for this port via Honolulu, &c., on the 13th Nov.

MERCHANT STEAMERS.

The A.L. steamer *Maria Valerie* left Shanghai on the 22nd Nov. p.m.

The O.S.S. & C.M. steamer *Keemun* left Singapore on the 19th Nov., and is due here to-morrow.

The steamer *Texon* arrived at Yokohama on the 20th Nov.

JOINT STOCK SHARES.

Hongkong, 24th November.

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & Sh'au.	\$125	\$705, sales & buy. London, 270.
Natl. Bank of China	\$28	\$393, buyers
A. Shares	\$25	\$393, sellers
B. Shares	\$25	\$393, buyers
Four. Shares	\$21	\$393, buyers
Insurance—		
Union	\$100	\$650, buyers
China Traders	\$25	\$604, sellers
North China	\$25	\$114, 924, buyers
Yangtze	\$60	\$150, buyers
Canton	\$50	\$240.
Hongkong Fire	\$30	\$365.
China Fire	\$30	\$360, buyers
Steamship Cos.—		
H. & Canton and M.	\$10	\$20, sales
Indo-China S. N.	\$10	\$119, buyers
China and Manila	\$10	\$24.
Douglas Steamship	\$50	\$4, sales
Star Ferry	\$10	\$40, sellers
Shell Transport & Trading Co.	\$1	243.
Do, pref. shrs.	\$10	\$8, 10.
Refineries—		
China Sugar	\$100	\$235, buyers
Luzon Sugar	\$100	\$16, buyers
Mining—		
Charbonnages	Fr. 250	\$490.
Printed Matter and Samples	10/10	\$4, sellers
Docks Etc.	\$50	\$218, buyers
H. & W. Doek	\$50	\$115.
H. & K. Wharf & G.	\$50	\$27, sales
S. C. F. Boyd & Co., Ltd.	Ths. 100	Ths. 185.
Land and Buildings—		
Hongkong	\$100	\$148.
Kowloon Land & B.	\$80	\$62.
West Point Building	\$50	2,000, sellers
Hongkong Hotel	\$100	\$138, buyers
Humphreys E.	\$24	56, sellers
Shanghai Land	\$80	Ths. 118, buyers
Cotton Mills—		
Ewo.	Ths. 50	Ths. 24, buyers
International	Ths. 75	Ths. 20.
Lau Kong Mow	Ths. 100	Ths. 34.
Sydney	Ths. 500	Ths. 180, sellers
Hongkong	\$10	\$11, buyers
Companies—		
Alahambra, Ltd.	\$500	\$100, buyers
Baile's Asbestos E.	125, 6d.	\$140, buyers
Campbell, Moore & Co.	\$12	\$12, buyers
China-Borneo Co., Ltd.	\$12	\$93, sales
China Prov. L. & M.	\$10	\$26, buyers
Dairy Farm	\$25	\$47, sellers
Geo. Kenwick & Co.	\$10	\$23, buyers
Green Island Cement	\$10	\$16, buyers
Hongkong Electric	\$5	50, sales & buyers
Hongkong & C. Gas	\$10	\$60, buyers
H. H. L. Tramways	\$100	\$300.
Hongkong Ice	\$25	\$205.
Hongkong Ropeway	\$50	\$145 buyers
Hk. Steam Water-boat Co. Ltd.	\$10	\$24, sellers
Philippine Co., Ltd.	\$10	\$94, sellers
S. & H. Dyeing & C.	\$50	\$60.
S. China Morning Post	\$25	\$17, buyers
Tebrau Planting Co.	\$5	\$175, buyers
China Light and Power Co., Ltd.	\$10	\$10, sellers
Steam Laundry Co., Ltd.	\$8	\$4, sellers
United Asbestos	\$4	\$9, buyers
Do	\$10	\$150.
Watkins, Ltd.	\$10	\$93, buyers
Wataco & Co., A.S.	\$10	\$124, sellers
William Powell, Ltd.	\$10	\$124, sales
Zafiro	\$10	\$11, sellers
Changsha	Satur.	10th Dec., 3.00 P.M.
Wednesday, 14th Dec., Printed Matter and Samples 10.00 A.M.		
Registration... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)		
Letters 11.00 A.M.		
Wednesday, 14th Dec., Printed Matter and Samples 10.00 A.M.		
Registration... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.30 A.M.)		
Letters 11.00 A.M.		
VERNON & SMYTH, BROKERS		
HONGKONG TIDE TABLE.		
From 25th November to the 1st December.		
HIGH WATER.		
LOW WATER.		
Day of Week.	Mean Time.	Height.
Sat.	h. m.	h. m.
Sun.	h. m.	h. m.
Mon.	h. m.	h. m.
Tues.	h. m.	h. m.
Wed.	h. m.	h. m.
Thurs.	h. m.	h. m.
Fri.	h. m.	h. m.
	6:30 a.m.	6:30 a.m.
	7:00 a.m.	7:00 a.m.
	7:30 a.m.	7:30 a.m.
	8:00 a.m.	8:00 a.m.
	8:30 a.m.	8:30 a.m.
	9:00 a.m.	9:00 a.m.
	9:30 a.m.	9:30 a.m.
	10:00 a.m.	10:00 a.m.
	10:30 a.m.	10:30 a.m.
	11:00 a.m.	11:00 a.m.
	11:30 a.m.	11:30 a.m.
	12:00 noon.	12:00 noon.
	1:00 p.m.	1:00 p.m.
	1:30 p.m.	1:30 p.m.
	2:00 p.m.	2:00 p.m.
	2:30 p.m.	2:30 p.m.
	3:00 p.m.	3:00 p.m.
	3:30 p.m.	3:30 p.m.
	4:00 p.m.	4:00 p.m.
	4:30 p.m.	4:30 p.m.
	5:00 p.m.	5:00 p.m.
	5:30 p.m.	5:30 p.m.
	6:00 p.m.	6:00 p.m.
	6:30 p.m.	6:30 p.m.
	7:00 p.m.	7:00 p.m